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(twice daily) and of four rain-gauges. A somewhat unusual statement concerns the mean yearly horizontal motion of the air, which is given as 108,000 miles. It is a pleasure to look over the data in this volume. The type is refreshingly distinct and the spacing is wide.

R. DEC. WARD.

British Rainfall, 1912. On the Distribution of Rain in Space and Time over the British Isles during 1912. By Hugh R. Mill, assisted by Carle Salter. 52d annual volume. 372 pp. Maps. E. Stanford, London, 1913. 10s. 9 x 5½.

Special attention is given to the great rain-storm of Aug. 25-26, which, in East Anglia, reached proportions surpassing those of any previously recorded storm in the British Isles; and to the rainfall of the summer of 1912 in England and Wales, which, although approached in the summer of 1879, was never exceeded in any summer during the last fifty years. Among the "Observers' Notes" is an account of the remarkable "glazed frost" of Jan. 17th. A photograph of one of the beautiful effects produced by this frost forms the frontispiece of the volume.

R. DEC. WARD.

En suivant les Côtes de Dunkerque à Saint-Nazaire. Par Marcel-A. Héribel. Series: La France au Travail. 2ème éd. xx and 284 pp. Ills. P. Roger et Cie., Paris, 1913. Fr. 4. 8 x 5½.

The author's main concern is to show the activities of his countrymen between Dunkirk and Saint-Nazaire. The relatively shallow depth of sea above the continental shelf has favored the development of species of fish on which Breton fishermen thrive. On the other hand, the Graville smelter near Havre owes its existence to ore transported all the way from New Caledonia. The inhabitants of this northwestern section of France have been subject to racial alterations fostered by their geographical position. The region has been a melting-pot for north European races. Many observers along the coasts of Brittany and Normandy have remarked upon the Saxon and the Viking influence as suggested in the physical appearance of the inhabitants of these two French provinces. The character and bent of mind of the Normans and Bretons strike one also as partaking appreciably of the nature of the Saxon or Scandinavian.

LEON DOMINIAN.

Voyage en France. 58e Serie: Calaisis, Boulonnais et Artois. Par Arduouin-Dumazet. viii and 351 pp. Maps, index. Berger-Levrault, Paris, 1912. Fr. 3.50. 7½ x 5.

The previous edition dates back fifteen years and this period has seen large changes in the industry, agriculture, bathing resorts and leading ports of the North Sea and English Channel. Twenty-seven maps and sketches are included in the text and there is a large folding map of the region. The revision is a welcome, and indeed a necessary part of the attempt to make the whole work a complete picture of the country, not failing to include Alsace-Lorraine, the "Provinces perdues," which "l'auteur a pieusement fait figurer dans son œuvre."

A. P. BRIGHAM.

Die Berner Alpenbahn (Lötschbergbahn). Dargestellt von Dr. Ed. Platzhoff-Lejeune. 72 pp. Maps, illus. O. Füssli, Zürich, 1913 (?) 7½ x 5.

How easily geographers explain the route locations of the past! This little history of the newest Alpine tunnel records half a century of earnest discussion of alternatives, with a popular vote finally deciding against the dictum of a board of foreign engineers! It may be predicted that the official name "Berner Alpenbahn" will have to yield to the "Lötschberg route."

To get to Italy from Bern one must cross two east and west ranges of Alps with the east-west Rhone valley between. Long since the southern range was pierced by the twelve mile long Simplon tunnel, but the Italian train, emerging from this, had to make a long detour down the Rhone valley to go around the northern range—the Bernese Oberland. Since 1912 this seventy-five mile detour is saved by the piercing of the nine mile long Lötschberg tunnel through the northern range. The Bern folks are now two hours nearer Italy and hope to